PROT	cident #58 CT
ATIC NO: UNC	LASSIFIED Cident #58 CTE
V), 110.	IDCATION NW of Bethel, Alaska
REPORT NO	SOURCE Civilian Pilots
TATE OF REPORT	DATE IN TO ATIC
TIME OF CENTING Sunset	COLORBlack
SHAFE C-54 Fuselage	SPEED EST 520 mph Measures
SIME Sume or large than C-54	ALTITUDE EST 500-1000 Measured
COUR." NW	LENGTH OF TIME OBSERVED 4 Min.
10. IN GROUP 1	TYPE OF OBSERVATION Aerial
1.7 (1).10	MANEUVERS
FIFTE SKETCHES	Mo
Temperary ATIC Form 329 [UNC]	LASSIFIED

AMPLITATION TO THE PARTY OF THE

# UNCLASSIFIED

August 5, 1947

Regional Director Weather Bureau Regional Office Anchorage, Alaska

Subject: Pilot's report of "Flying Saucer" vicinity UB.

Dear Sir:

I though you would be interested in the attached report, even though it probably has no meteorological significance.

Mr. The related the following additional details in a conversation immediately after the reported flight. He and the copilot first sighted the "saucer" ahead of them and at about the same altitude at which they were flying. It was in silhouette against a brilliant evening sky and they, being unable to determine at first in which direction it was moving, pulled up to about 1200 ft. to avoid possible collision. In this new position they could determine that the object was moving away from them and at a very rapid rate. It appeared to be as large or larger, in mass as a C-54, and black in color. It maintained the same altitude but soon disappeared from sight because of it s superior speed, which the pilots estimated roughly to be three times theirs.

I know Mr. well and he is not the imaginative type.

Respectfully,

/s/ R. Allen Showalter

R. Allen Showalter Acting Official in Charge

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# -UNITED STATES DEPARTMENT OF COMMERCE UNCLASSIFIED Weather Bureau Washington 25

Aug 22, 1947

Jul .

Chief Air Weather Service Gravelly Point, Va.

Attention: A-2

Dear Sir:

Enclosed is a copy of thecorrespondence concerning "flying disks" which is being forwarded in accordance with a verbal request from your office of this date.

Very truly yours,

/s/

F. W. Reichelderfer Chief of Bureau

Enclosures 2

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED, DOD DIR 52 0 30

WAVELASSE OF

Capt I and his Copilot W stated that on 4 Aug at sunset they sighted and followed a "flying saucer" northwest of Bethel. Alaska. The object which appeared as large or larger in mass than a C-54 and black in color appeared silhouetted against a brilliant evening say. In order to avoid a possible collision (being unable at first to determine in what direction the object was moving) they pulled up to about 1200 ft in order to avoid possible collision. The object crossed their path at right angles to them. Seeing that it was moving away from them at a very rapid rate and flying at an altitude of from 500 to 1,000 ft they swung in behind it and followed it at an air speed of 170 MPH but the thing was out of sight in four minutes. They state the object was smooth-surfaced and streamlined and resembled taxtaxf a C-54 without motors (from the rear) and was without wings or any visible means of propulsion whatever. Wind was negligible and it was on a NW course.

Official in Charge of the Airlines for which was working states that the pilot is not the "imaginative type".



Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

#### INCIDENT INDEX

### 1. Astronomical

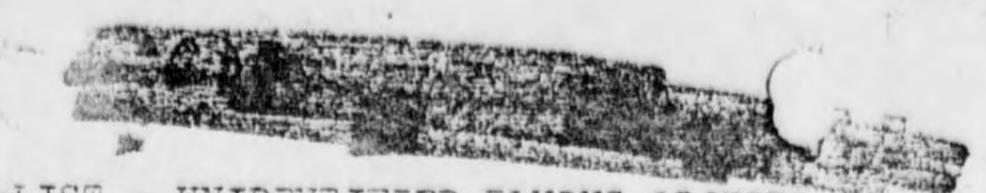
- a. Eigh probability:

  \$\psi\_{26}\$, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94,

  95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140,

  147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216,

  219, 238.
- b. Fair or low probability:
  #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 86, 82, 93, 100,
  112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192,
  199, 202, 205, 220, 230, 240.
- 2. Non-astronomical but suggestive of other explanations
  - Balloons or ordinary aircraft:
    #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.
  - b. Rookets, flares or falling bodies: #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.
  - o. Miscellaneous (reflections, auroral streamers, birds, etc.): #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.
- 3. Won-astronomical, with no explanation evident
  - a. Lack of evidence precludes explanation: #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.
  - b. Evidence offered suggests no explanation: #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.



CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 Aug 47

### UNCLASSIFIED

Incipent # 58

- 2. Time evening
- 3. Location NW of Bethel Alaska
- 4. Name of observer Capt and Co-pilot
- 5. Occupation of observer Pilot and Co-pilot Flying Svc.
- 6. Address of observer N/S
- 7. Place of observation 60° 57' N 161° 48' W
- 8. Number of objects 1
- 9. Distance of object from observer 1200 ft
- 10. Timo in sight 4 mimutes
- 11. Altitude 500 to 1,000 ft
- 12. Speed 520 MPH 3 times that of C-54
- 13. Direction of flight NW
- 14. Tactics N/S
- 15. Sound N/S
- 16. Size As large or larger than C-54
- 17. Color black in color
- 18. Shape saucer like that of C-54 (from rear) but without motors or flying wings.
- 19. Odor detected N/S
- 20. Apparent construction N/S
- 21. Exhaust trails N/S
- 22. Weather conditions brilliant evening sky
- 23. Effort on clouds N/S

24. Skotches or photographs Mone

DOWNGRADED AT 12 YEAR INTERVALS: NOT AU COM 5250.40 DECLASSIFIED, DOD D.H 5250.40

- Lanner of disappearance flew rapidly out of sight
- 26. Remarks: (over)

MCLASSIFIED

With 174 incidents that eliminated, there remain thirty-four thich contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physical factors are taken into consideration, all of these incidence as the explained rationally, as pointed out by Read Comparation.

The Pitts of Air Materiel Command Aero-Medical Laboratory (see and "G").

# Air bat riel Command Acro-Jadical Laboratury 10: 20:22 Incid\_nic considered)

There are sufficient psychological explanations for the sunidentified flying objects to provide plausible explanations for a ports not otherwise explainable. These errors in identifying real atimuli result chiefly from inability to estimate speed, distance, as size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of right bype of object, or marner of partornance. There are indications, a aver, that was sightings were influenced by earlier reports probably to a non-here been consider dominant or reports been no sublicity.

### Project Gradge

St aley of AMG Exchantion of Remaining Reports

### VII. Su my of AFC Evaluation of Ferning Reports

The remaining unexplained incidents (see Appendix "I") end is a recommen altracteristics. Two of them, by statements of the report all not rare been made had the witnesses not read of the "t. Action

Addent (Incident No. 17). Nost were distributed without pattern throughout the United States. A few were outside the U.S. No two descriptions of appearance or performance were exactly alike. The remindred sightings occurred at various times of day and year.

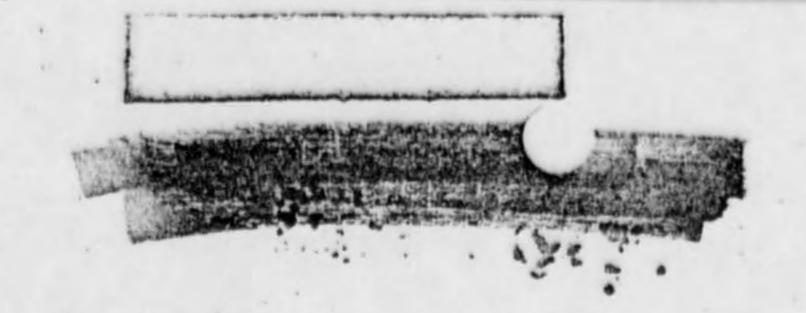
## WENSHOLK K

In the following section of this meport, each remaining memorial acident is considered separately. It is not the intent to generally a considered of observers, but each case has undesirable elements, and annot be disregarded. The numerical designation is nevely the case for of the maidean in the project files.

1, 10, 17, 21, 29, 35, 37, 40, 51, (5) 62, 84, 68, 71, 75, 76, 77, 79, 34, 111, 122, 134, 135, 151, 152, 154, 162, 162, 175, 175, 183, 186, 193, 207, 215, 235,

Incident No. 58 - 4 August 1947, Sunset, near Bethel, Alaska. A pilot and his co-pilot observed a black object of the design and approximate dimensions of a C-54 fusclage, flying at 500-1000 ft altitude liel. The object crossed their path at right angle, and they pulled up to 1200 ft to avoid a collision, then chased it at 170, but lost sight of it in four minutes. They estimated the speed of the object to be three times their own, or 510 1711. Assuming the estimate of speed to be correct, elementary computations determine the distances object traveled as 34 miles in four minutes while the observer's airplane moved eleven miles in the same period. Therefore, the object was more than twenty miles distant when last seen. To be capable of being seen at this distance under the conditions given, the object would have to be about 50 feet in its smallest or end-on dimension. If this were true, and the object was proportionate with a C-54 fuselage, its length would be about 500 ft. Assuming the estimate of speed to be incorrect, but time in sight to be correct, the problem is figured in reverse, using as a reasonable width ly feet. In this event the object would have been less than ten miles away when lost to sight, therefore, it would have traveled about eighteen miles in four minutes, giving a speed of less than 500 LPH.

arc opinion: It is believed that the pilots were suddenly startled by a conventional aircraft crossing their path, and that as they gave chase to the aircraft which was "silhouetted against a brilliant evening sky", they were partially blinded, and were therefore unable to discorn wings or engines.

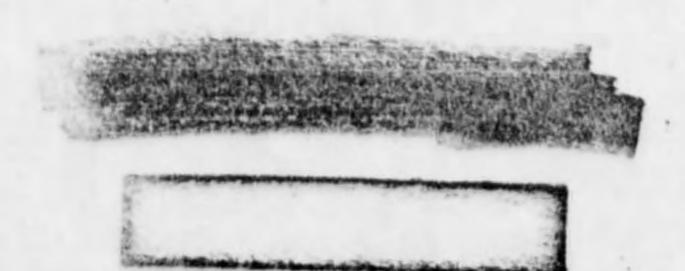


Incident #58 -- Nii of Bethel, Alaska -- 4 August 1947

There is no astronomical explanation for this incident.

The time in sight (four minutes) and rate of speed (520 LPH) seem to preclude any such possibilities.

The similarity of this incident to "10, in which several objects were seen silnouetted against a sunset, is striking.



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# UNCLASSIFIED

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BETHEL, ALASKA

5 August 1947

Subject; Matters of Wational Interest

To: Commanding Officer, Alaska Communication System 550 Federal Office Building, Seattle 4, Washington

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- 1. Per AGAO-S 319.1 the following report is submitted on a matter which may become of Mational Interest. Captain and his CoPilot have stated that on August 4, 1947 they sighted and followed a flying saucer Northwest of Bethel Alaska. This object was bigger than the Douglas DC-3 they were flying, crossed their course at right angles to them. It was flying at an Altitude of one thousand feet. They swung in behind it and followed it at an air speed of one hundred seventy miles per hour but it was out of sight in four minutes. They state the object was smooth surfaced and streamlined with no visible means of propulsion whatever.
- 2. It is realized that the Fourth Air Force claims there are no such things but Captain and is Chief Pilot for the excellent reputation of man given to exageration. In view of the excellent reputation of Captain. We and the fact that no one here doubts in the least but that he actually saw this object, this report is turned in for any action deemed necessary by your office.

/s/ Harold D. Johnston T/4 Signal Corps Operator in Charge

> DOWNGRADED AT 12 YEAR INTERVALS: 10T ACCOMATICALLY DECLASSIFIED, DOD DIR 5200.19

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